

[3 August, 2001]

RAJYA SABHA

carried out in the form of working the traction specific line haul costs.

(d) Viability of diesel or electric engines is dependent on cost of haulage, which in turn is dependent on a variety of variable factors, such as terrain (gradient), trailing load, density of traffic operating conditions and the speeds at which the trains are required to be run etc.

Daitari-Banspani B.G. Line

1479. SHRI ANANTA SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have reviewed the progress of Daitari-Banspani new broadgauge rail line in Orissa;

(b) if so, the progress of the project till 30th June, 2001;

(c) the fund allocation made for that project, as on date; and

(d) the details of steps taken to complete construction of that within the target date?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) The first block section from Banspani to Joruli has been opened for goods traffic. Earth work and the bridgework on remaining length are in progress, wherever land has been made available. The formation is ready for 110 km. 232 minor bridges out of 355 have been completed. The work is also in progress on 25 major bridges.

(c) An expenditure of Rs. 245.14 crore has been incurred on this project upto 31.03.2001. An outlay of Rs. 50 crore has been provided in the Budget, 2001-02.

(d) Work has been taken up on almost the entire length of the new line. Work will be progressed as per availability of resources.